

NOTES ON WILD
LIFE IN HONGKONG
AND SOUTHERN CHINA.
By THE REV. G. A.
RUNDY, M.A.
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No. 16,224.

號八月五年五十百九千壹英

HONGKONG, SATURDAY, MAY 8, 1915.

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THE "CHINA MAIL"

NOTICE.

Communications relating to news should be addressed to THE EDITOR.

Correspondents must forward their names and addresses with any communication addressed to the Editor, not necessarily for publication but as evidence of good faith.

All matter for publication should be written on one side of the paper only.

Letters relating to business should be addressed to THE MANAGER.

Rate of subscription to "China Mail" is \$3 per annum; per quarter and per month "pro rata".

The "China Mail" is delivered free to subscribers in Hongkong and Kowloon.

Postage is charged at the rate of fifty cents per month.

Orders for extra copies of the "China Mail" should be sent as soon as possible as the supply is limited. Cash 10 cts., Credit 20 cts., per copy.

Rate of subscription to the "Overland China Mail" is \$12 per annum; postage \$1 per annum extra. Single copies twenty cents each.

Alterations and additions to Advertisements on Pages 2, 3, 4, and 7 should be sent to the Office, No. 6, Wyndham Street, not later than 11.30 a.m.

Alterations and additions to Advertisements on pages 1, 4, 5 and 8 should be sent as not later than 1 p.m.

New Advertisements should be sent in before 2 p.m.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Telegraphic Address: "MAN" Hongkong. Code: A.B.C. 5th Edition.

Telephone No. 22.

THE CHINA MAIL, LIMITED.

A FATAL RING.

It is to be hoped that German officers with bad consciences will get to learn of the letter published by the "Katholik", with date, but without address, or name, written a Paris correspondent. It is from a great lady, whose chateau was in invaded territory, and is still in German occupation. Here it is: "Sir, The Germans pillaged my chateau, and I learn, through my steward, who managed to escape to Paris, that they stole among other things, from my husband, an ancient ring left by me in July last in answer of my secretary. This ring is very beautiful. I suppose it has tempted the finger of some officer of high rank. Nay! I hope it has. Nothing would be simpler for me, in order to spare the loss of human life, than to sign this letter and give the name of the pillaged chateau. I shall not do so. My desire is that the thief shall wear this jewel—for the ring has one little peculiarity—it is a poisoned ring. The warmth of the finger awakens the sleeping poison. This is not the time to narrate the story of this terrible ring, which has played a part in history. Suffice it to know that whoever wears it dies within two weeks. It is valuable and splendid enough to be the gift of a courtier general to his German Emperor. With all my heart, as a French woman, I hope that the gift has been made—(Signed) Comtesse de—"

A young Chinaman, writing of the causes of the war in a Shanghai journal, explains how England entered the struggle as follows:—Germany wrote a letter to France, "You don't get ready, or I will fight you in nine hours." Germany to fight them pro-Belgium. Belgium say, "I am not a fool." And Belgium write a letter to England, "So England help Belgium."

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Is the man who has blood—real rich, red blood and plenty of it—in his body.

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makes blood—lots of it—life giving, brain nourishing, strength replenishing blood.

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BUSINESS NOTICES.

STEAM LAUNCH FOR SALE
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CANTON INSURANCE OFFICE LIMITED.

NOTICE TO SHAREHOLDERS.

THE THIRTY FOURTH ORDINARY MEETING OF SHAREHOLDERS will be held at the Offices of the Under- signed on MONDAY the 10th May, 1915, at 11.30 a.m.

The TRANSFER BOOKS of the Company will be CLOSED from the 28th instant to the 10th May, both days inclusive.

JARDINE, MATHESON & Co., Ltd. General Agents. Hongkong, April 20, 1915. 364

THE HONGKONG ELECTRIC CO. LTD.

NOTICE IS HEREBY GIVEN THAT THE TWENTY-SIXTH ORDINARY GENERAL MEETING OF THE SHAREHOLDERS will be held at the Company's Office, St. George's Buildings on SATURDAY the 22nd MAY, 1915 at 12 o'clock noon for the purpose of presenting the Report of the Directors together with a Statement of Accounts to 28th FEBRUARY, 1915, and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 8th May to the 22nd May both days inclusive.

By Order of the Board of Directors. GIBB, LIVINGSTON & Co. Agents. Hongkong, May 4, 1915. 404

NORTH BRITISH & MERCANTILE INSURANCE CO.

IN WHICH ARE LISTED THE NAMES OF THE OCEAN MARINE INSURANCE COMPANY, LTD., and

THE RAILWAY PASSENGERS ASSURANCE CO.

TOTAL FUNDS AT 31st DECEMBER, 1913, £23,622,185.

(—) Authorized Capital £8,000,000
Subscribed Capital £4,000,000
Paid up Capital £2,437,500
II—Reserve Funds £3,690,114
III—Life & Annuity Funds £18,184,160
Sinking Fund Account £8,513

Revenue Fire Branch £2,567,158
Life and Annuity 1,973,269
Branches 1,973,269
Revenue Marine Department 222,692
Other Receipts 430,193
£5,233,312

The Accumulative Funds of the various Branches are separately invested, and, by Act of Parliament, are set aside to meet the claims under the respective Departments of the Company's Business.

SHEWAN, TOMES & CO. Agents.

PEAK TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.
7.00 a.m. to 8.00 a.m. Every 15 minutes.
8.00 a.m. to 10.00 a.m. Every 10 minutes.
10.00 a.m. to 11.00 a.m. Every 15 minutes.
11.30 a.m. to 12.45 p.m. Every 15 minutes.
12.45 p.m. to 1.15 p.m. Every 10 minutes.
1.15 p.m. to 1.45 p.m. Every 10 minutes.
1.45 p.m. to 2.15 p.m. Every 10 minutes.
2.15 p.m. to 5.00 p.m. Every 10 minutes.
5.00 p.m. to 8.10 p.m. Every 10 minutes.

NIGHT CARS as on Week Days.

SUNDAYS.
7.45 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 10 minutes.
11.30 a.m. to 12.00 p.m. Every 15 minutes.
12.00 p.m. to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 8.00 p.m. Every 10 minutes.
8.00 p.m. to 7.00 p.m. Every 15 minutes.
7.00 p.m. to 8.10 p.m. Every 10 minutes.

NIGHT CARS as on Week Days.

SATURDAYS.
Extra Car at 12 midnight.

SPECIAL CARS by arrangement at the Company's Office, ALEXANDRA BUILDINGS, Des Voeux Road Central.

JOHN D. HUMPHREYS & SON, General Managers.

SIEN TING.

Surgeon, Dentist
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Consultation.

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KINGSCLEERE HOTEL, HONGKONG.

UNRIVALED position in the Hill district, overlooking the Botanical Gardens and facing the Harbour.

Numerous quiet Suites with luxuriously fitted Bathrooms, Telephones and Electric Fans.

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Cable Address: "Schoola".
A.B.C. Code 8th Ed.
Hongkong, September 12, 1905. 1208

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Electric Lifts, Fans and Lighting. European Baths and Sanitary Fittings. Hot and Cold Water System throughout.

Best of Food and Service.

Telephone 378.
Telegraphic Address: "VICTORIA". FRANK L. COOKE, Manager.

CHEN KWONG & Co., Ltd.

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FURNITURE, Draperies, Groceries, Boots and Shoes.

Makers of Jewellery, Lacquerware, Crochery Ware.

Ironmongery, Wine and Spirits.

Foreign Clothes for gentlemen made to order by our own tailor.

Large assortment of Chinese Silks and Foreign Goods of every description.

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No. 237, 239, Des Voeux Road and No. 120, Connaught Road Central, Tel. No. 811. Hongkong.

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SINGON & CO.

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IRON STEEL METAL AND HARD WARE MERCHANTS. Wholesale and Retail Ironmongers, Pig Iron and Foundry Casts Importers. General Storekeepers and Shipchangers. Nos. 35 and 37, Hing Loong Street, (2nd Street, west of Central Market) Telephone No. 515. Hongkong, September 4, 1911.

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BUSINESS NOTICES.

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Dockyard Manager can be seen between the hours of 11 a.m. and 12 noon at the Town Office.

BUTTERFIELD & SWIRE, HONGKONG, CHINA AND JAPAN AGENTS. Telegraphic Address: "TAIKOO DOCK". Telephone No. 212.

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AND

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In Casks of 375 lbs. net.

In Bags of 250 lbs. net.

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MANUFACTURERS OF

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STRAND 3" to 15" CIRCUMFERENCE. CABLE LAID 5" to 15" CIRCUMFERENCE. 4 STRAND 3" to 10" CIRCUMFERENCE.

Oil Drilling Cables of any size up to 3,000 feet in length.

Pricing, Samples and full particulars will be forwarded on application to

Shewan Tomes & Co., General Managers.

Hongkong, April 11, 1912. 501

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"While-you-wait" Photography

JUST ARRIVED FROM JAPAN A FULLY QUALIFIED ARTIST WITH APPARATUS AND MATERIALS WHICH CAN FINISH IN AN HOUR.

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(NOW RECONSTRUCTED)

ENGINEERS and SHIPBUILDERS, BOILER-MAKERS, BRASS and IRON FOUNDERS. All work done in this establishment is guaranteed. We have over thirty years' experience. We own two Slipways and can accommodate any craft of 200 feet long.

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Estimates furnished on application. WONG PING WA, Manager. Hongkong, April 1, 1912.

ROURNVILLE COCOA



The Cocoa with the most delicious flavour.

Made by Cadbury's from the finest Cocoa

Hongkong, Dec. 17, 1906.

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DIAMOND BRACELETS, RINGS, BROOCHES,
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SHIP-CHANDLERS, SAILMAKERS, PROVISION MERCHANTS, COAL
MERCHANTS, &c., &c. OF FIFTY YEARS STANDING
SHIP CAPTAINS ARE REQUESTED TO GIVE US A TRIAL
FRANCISCO TSE YAT, General Manager.
Hongkong, March 10, 1915. TEL. 144.

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ADMINISTRATION.

KAIPING COAL

Now well-known throughout the East for
STEAM RAISING, FORGING, STEEL MAKING, SHIPS BUNKERS AND
HOUSEHOLD PURPOSES.

KAIPING COKE

Competes with the best quality English Coke for
FOUNDRY, SMELTING AND HOUSEHOLD PURPOSES

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FIRECLAY,
STOCKS ALWAYS ON HAND.

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Tsuruga, Shanghai, Hongkong,
Hankow, Peking

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Code:—A1, ABC 5th Ed., Western Union.

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MANILA: Messrs Macdonald &
Co.

SINGAPORE: Messrs Borneo Co.
Ltd.

GLASGOW: Messrs A. R. Brown,
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For particulars, apply to:

K. KATO,

Manager,

No. 2, PRINCE STREET,
HONGKONG.

UNIVERSITY OF HONGKONG.

MATRICULATION, SENIOR AND
JUNIOR LOCAL EXAMINATIONS.

NOTICE IS HEREBY GIVEN that
the MATRICULATION, SENIOR
AND JUNIOR LOCAL EXAMINATIONS
will be held on the following
dates:—

July 12th—17th, 1915.

Arrangements will be made to hold the
Examinations at any town where a sufficient
number of candidates offer themselves.

Candidates must send in their names to the
Registrar, with the fee, not later than
June 1st, 1915.

Examination Fee \$10.00 (Hongkong
Currency).

Forms of Entry and all particulars may
be obtained on application to the
REGISTRAR, UNIVERSITY, HONG-
KONG.

Two King Edward VII Scholarships of
£40 a year each, for two years, will be
awarded on the results of the MATRI-
CULATION Examination.

These Scholarships are tenable by British
subjects only who must be under the age
of 21 on the 1st July. A Candidate who
wishes to compete must, on or before the
first day of the Examinations, deliver to
the Registrar proof that he is a British
subject.

One Scholarship will be tenable in the
Faculty of Arts, the other in any Faculty.

Hongkong, May 6, 1915.

407

Business Connection in all
Countries.

INTERNATIONAL COMMERCIAL
INTELLIGENCE BUREAU.

AMSTERDAM, BRUSSELS,
DANMARK, 21, BO. DE JARDIN
BOTANIQUE.

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PLACE, E.C.

HAMBURG: HANSEATISCHER
PLATZ, 20.

ZURICH: KASPAR, ECKHART
HANS.

VIENNA: Manager: J. BENDLER.

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FREE OF CHARGE at the
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nishes:

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c. Office in any country.

The Bureau does not accept
any Commission for Con-
nections accomplished by its
Medium.

Each firm desirous of utilizing the me-
dium of this Bureau is asked to state
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The Bureau is enabled to OBTAIN THE
SERVICES OF AGENTS IN ALL COUNTRIES
and is therefore able to supply the most
thorough and reliable information for
the Bureau through an annual fee.
All correspondence to be addressed to:
J. BENDLER, Director I.C.I.B.,
Damrak 95, Amsterdam.

Hongkong, March 5, 1915.

THE NEW FRENCH REMEDY.

THERAPION No. 1.

THERAPION No. 2.

THERAPION No. 3.

THERAPION No. 4.

THERAPION No. 5.

THERAPION No. 6.

THERAPION No. 7.

THERAPION No. 8.

THERAPION No. 9.

THERAPION No. 10.

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THERAPION No. 22.

THERAPION No. 23.

THERAPION No. 24.

THERAPION No. 25.

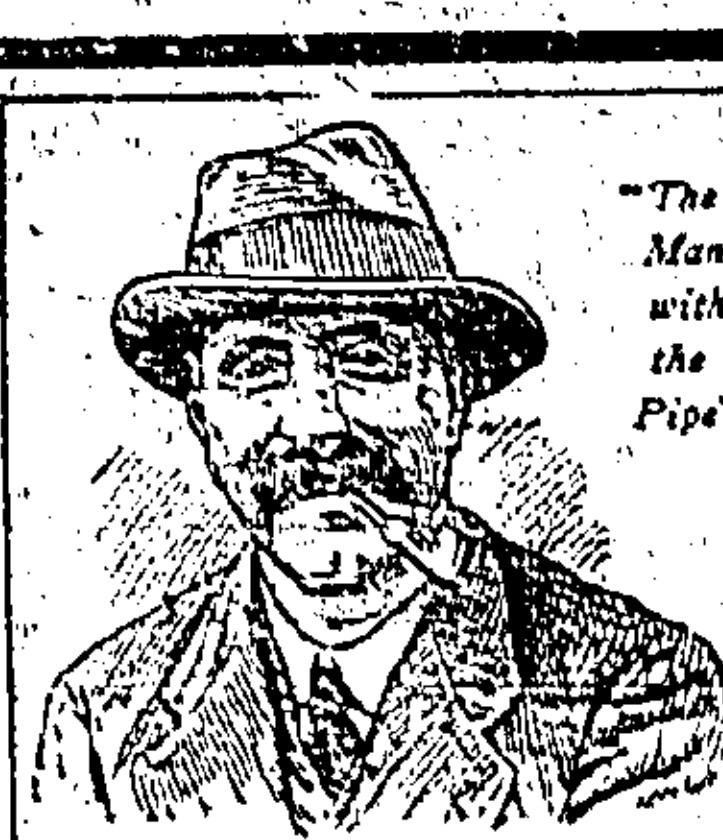
THERAPION No. 26.

THERAPION No. 27.

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THERAPION No. 29.

THERAPION No. 30.



E. RAY

THE OPEN GOLF
CHAMPION, writes:

18, LOWER RABBITO ROAD,
KINE, HONGKONG, 1915.

July 24th, 1912.

Messrs. F. & J. Smith,

Dear Sirs,

I might say that I have

been a regular smoker of your

Glasgow Mixture for the

last twelve years, and I might

also say that I cannot find

any tobacco to suit me like it. In my opinion if Golf Players would

smoke your famous Glasgow Mixture they would find it very soothing

to the Nerves, as I am sure I do when having to play strenuous Golf

matches such as the Open Championship, etc. Yours truly, E. RAY.

SMITH'S
GLASGOW
MIXTURE

SOLD EVERYWHERE

4,000,000 GERMANS IN
THE FIELD.

LOSSES 250,000 A MONTH.

A FRENCH CALCULATION.

The French staff in its official review of

the war, issued through its official Agency,

deals with the situation of the German

Army and gives astonishing figures as to

the numbers of Germans placed in the field.

The military effort of Germany at the

outset of the campaign, it states, exceeded

all calculations. Her design was to crush

the French Army in a few weeks under

tremendous masses of troops. The number

of German army corps in peace is 25. When

war began the German General Staff put

into the field as fighting troops 67 army

corps (i.e., over 2,500,000 men) as "each

corps is about 40,000 strong, and in

addition formations of the Landsturm

(third-line troops) to guard communications

and territory.

In October seven new army corps made

their appearance. In January 1915 the

number of fighting formations was 69 army

corps, including 251 active corps.

The German aim was to make a simulta-

neous mobilisation of all her forces and

with a mass of troops to crush first of all

the adversary who appeared most immedi-

ately dangerous. This effort, broken for

the first time on the Marne, attained its

maximum in the Battle of Flanders (the

Battle of Ypres), in which more than 50

army corps were pitted against the French,

British, and Belgian Armies.

The Battle of Flanders, instead of being

a success for Germany, was a marked defeat.

From that moment Germany lost the

initiative.

THE GERMAN LOSSES.

The German losses on the two fronts

are shown by official documents and cap-

tured papers to have been 1,800,000 by the

middle of January. This figure does not

include the sick or the losses in the

last battle in Poland. Day taking it, and

allowing that 500,000 of the 1,800,000 have

been able to rejoin after being cured of

their wounds, the final loss is 1,300,000,

or 250,000 men a month. These figures

agree exactly with the evidence of the losses

in various units.

The official reports on German recruiting

state the entire resources of Germany in

men at 9,000,000, but of these 500,000 are

employed on the railways and on other

duties where they cannot be spared, leav-

ing 8,500,000 available. They are thus

accounted for:

At the two fronts 4,000,000

Losses 1,300,000

Men over 39 of little military

value 800,000

Available reinforcements 2,000,000

The resources in men now immediately

months ago it is plain that the guns are

worn and that many of them require to be

replaced.

The German artillery has been obliged

to reduce its consumption of shells in a

notable degree.

READY TO ATTACK.

The important news that a military

commission, British, French, and Belgian,

is preparing to work the Belgian,

Luxemburg, and Alsace-Lorraine railways

is given in the review. It is added that

the French effort will shortly be directed

to an offensive the issue of which cannot be

doubtful. To 10,000 heavy lorries with

the aid of the French automobile industry

another 4,000 have been added for this

offensive.

The Germans can no longer oppress the

Allies with superior forces.

The French command has not engaged

in a general offensive as yet for three

decisive reasons:

1. It intends to make its effort only after

it has assembled all the means with abso-

lute certainty.

2. The example of the Germans at Ypres

has shown what may be the price of an

offensive insufficiently prepared.

3. The weather has been almost incessant-

ly bad.

WHAT GERMANY WANTS.

Part of Belgium and Power to Attack

England.

PARIS, March 25.

Continuing the series of interviews

with prominent Germans which it has

obtained through a neutral journalist,

"Echo de Paris" today publishes an

account of a conversation with Herr

Von Richtofen, the German diplomatist.

After remarking that Belgium "had no

right to complain of her fate, whatever

form it had taken or might take," Herr

Von Richtofen proceeded: "It is against

our principal enemy that we are fight-

ing, the English.

"We have offered to make peace with

France and Russia. Once Russia is im-

mobilised—that is all we aim at, not at

penetrating into the heart of the Tsar's

Empire—we shall have at our disposal a

million men, whom we shall hurl against

France in the spring. We want to im-

pose peace upon Russia and France, but

we do not aspire to any territorial gains

on either side.

"We wish to conclude an honourable

peace with these Powers on the follow-

ing bases:

Thecession to the German Empire

of German Flanders, and the return

to France of the Alsatian populations

of French race, numbering about

10,000. As regards Metz, we keep it.

IN PINTS & SPLITS.
 Very light, extremely palatable & refreshing.
 Brewed from the finest English malt and hops.
SOLE AGENTS
A. S. WATSON & CO., LTD.,
 Wine & Spirit Merchants.

Wm. Howell, Esq.

Beijing, July 27, 1953

A GOOD RULE FOR THE HOME.
MAKE it a rule of your home to always keep on hand a bottle of Chamberlain's Colic, Cholera and Diarrhoea Remedy. It is a safeguard against "bowel complaint," always cures promptly, and no household is complete without it. For sale by all Chemists and Storekeepers.

an opportunity to recommend it, a recommendation, and its never-failing quality account for its great popularity. For sale by all Chemists and Storekeepers.

been deleted.

ITALIANS BURN THE AUSTRIAN FLAG

A telegram from Nice states that after a demonstration at the Quai d'Orléans, a bonfire was lighted before the Garibaldi monument and the Austrian flag burnt amid the cheers of the crowd.

BY TELEGRAPH.

THE LANDING OF THE EXPEDITION BY FORCES.

A NEWSPAPER CORRESPONDENT'S VIVID DESCRIPTION.

LONDON, May 7, 12.30 p.m.
A correspondent in the Dardanelles, on the 26th ult., stated that as the first transports steamed towards Mudros Bay on Friday afternoon the general apathy changed into enthusiasm. The crews of the warships cheered and the bands of the fleet played, the troops and transports answering with deafening cheers. All recognised the difficulties and dangers, but were confident and delighted to begin work. The enthusiasm was renewed on Saturday afternoon when the transports issued from Mudros Bay with 500 Australians, a part of a covering force. They came aboard a battleship and the crew and troops assembled upon the quarter-deck at four in the afternoon, where they listened to the reading of Admiral Robeck's proclamation. This was followed by the service before battle. All bowed their heads at the Chaplain's prayer for victory. The squadron reached their rendezvous and at 1 o'clock on Sunday morning the soldiers were roused and served with their last hot meal.

The Australians lined the quarter deck to receive their last instructions. Beside them were the blue-jackets and marines composing the beach parties, a strange contrast. Youthful midshipmen were in command of the boats to take the giant Australians to the shore. The disembarkation began at 2 a.m. There was absolute silence and not a hitch. Most of the Australian Brigade were aboard destroyers, which were ordered close to the shore to land them immediately from the boats. Three battleships towed by pinnaces arrived. We steamed slowly shoreward and at 3 a.m. the boats were following the battleship like gliding snakes.

The battleships remained 2,500 yards from the shore. At 4.10 a.m. in the morning the engines were stopped and the guns manned. Searchlights were made ready and the small boats ordered to the shore. Twelve snafos of boats steamed slowly past the battleships; the gunwales were flush with the water, so crowded were they with khaki figures.

Every eye was fixed on the grim hills, shapeless yet menacing in the gloom! Not a sound was heard or a light seen and it appeared as if the enemy had been surprised. Suddenly at 4.50 an alarm light flashed for ten minutes and then disappeared. The dull outline of the boats could be seen almost on the beach just visible were seven destroyers with the remainder of the Brigade which had just left previously and glided shoreward. The first shots were heard at 4.55 a.m. when a sharp burst of rifle fire from the beach drowned the faint British chatter over the waters. The sound was comforting and inspiring after the intolerable suspense. The fire intensified until 5.28 a.m. when it died down. Meanwhile, behind us appeared the transports of the remainder of the Australian and New Zealand Division.

Subsequently, the pinnace returned with three wounded and told us that the boats were almost on the beach when the Turks, entrenched on the shore, opened fire with rifles and a Maxim which hit many of those buddled up in the boats. The Australians, not waiting for orders jumped into the water and waded ashore, rushing straight for the enemy's rifles with bayonets. It was all over in a minute. The Turks were bayoneted or fled and the Maxim was captured. The Australians were then confronted with an almost perpendicular cliff covered with scrubby and a terrible fire came from a trench half way up. The Colonials landed their magazines and prepared to scale the cliff, but they did not reply to the fire of the Turks when they ejected in less than half-an-hour.

Daylight showed us that a landing had been made further north of Gabatope than had been intended. On the land formidable, forbidding and impenetrable ridges, valleys and sandpits covered with dense scrub, ideal for snipers, but making it impossible to organise an attack, as the officers were unable to see their own men in the scrub. They immediately advanced in open order, but at the same time offering scope for individuality. The Colonials had very heavy casualties and suffered early in the day in the boats conveying the troops from the destroyers, guns and transports, the enemy's hidden sharpshooters concentrating their fire then on the moment a boat was beached. The troops landed at the double for cover at the foot of the Bluffs, but the crews in the boats had to return under a galling fire. This was all on the 25th ult. When the sun had fully risen we saw the Australians established at the top of a ridge, but it was difficult to follow the confused fighting on such broken ground.

The warships fire had more effect than real effect as the positions on the enemy were unknown. Some Australians who had pushed inland were attacked by the Turkish snipers and had to retire with heavy casualties. The Turks counter-attacked all day, but the Australians did not yield a foot of the ground of the main ridge and reinforcements constantly rushed up from the beach. Four Turkish field guns were engulfed on the beach. The incessant, deadly sniping was not silenced till the afternoon. The sniping attacks were more vigorous towards dusk and were supported by powerful artillery from inland, which the warships' guns were unable to silence. The Australian lines had to be counter-attacked. General Birdwood and his staff landed in the afternoon to secure the position for the night.

All the ammunition, water and supplies had to be carried up the pathless valleys and hills hundreds of feet high to the firing line, where a mass of troops were swept with incessant sniping. The problem of removing the wounded was the most serious. The correspondent says that he has never seen such wounded in war before as the Australians many of whom were shot to bits. In other instances their recovery was hopeless. They were cleared as they were put into the boats, lighters, and trawlers awaiting to proceed to the ships.

ITALY AND THE WAR.

AUSTRO-GERMANS ABANDON HOPE.

LONDON, May 7.
Reuter's correspondent at Rome reports that the Austrian Ambassador yesterday sounded the Italian Government on the Note regarding Austria's final concession. Austro-German circles in Rome have abandoned all hope of a favourable result.

INDIAN STOCK.

LONDON, May 6, 7.35 p.m.
Indian issues are weaker, impending the East India Railway Loan. It is reported that three million 1/2 per cent. Guaranteed Debentures were sold at about 99.

DECISION REGARDING THE "KATYK."

LONDON, May 7.
A telegram from Amsterdam states that the "Handelblad" announces that an agreement has been reached at Berlin between Germany and Holland regarding the sinking of the "Katyk."

BRITAIN'S GRATITUDE TO THE DOMINIONS AND INDIA.

LONDON, May 7.
At a meeting to be held in the Guildhall on the 19th inst., Mr. Asquith will move, and Mr. Bonar Law will second, a resolution from the British peoples of their abiding gratitude to the Dominions and India for their unparalleled services in the struggle for liberty and justice.

ATTACK ON BAGATELLE FAILS.

A Paris communiqué states:—The German attack on Bagatelle has completely failed.
Along the rest of the front and notably towards Ypres in the region of Vauquois there have been violent artillery duels.

FAMOUS RUGBY PLAYER KILLED.

LONDON, May 7, 12.50 p.m.
The famous rugby player Poulton Palmer has been killed in action.

BRITISH TROOPS' SPLENDID WORK.

LONDON, May 7, 4.5 a.m.
It is reported from Cairo, through Reuter's correspondent, that a wounded officer who left Saridub on the 2nd inst., says that our positions are firmly established and that we easily repulsed attacks.
German officers used whips and revolvers to drive on the Turkish hordes, but the latter always fled before the bayonet. He spoke with the greatest praise of the stretcher-bearers' wonderful work in carrying the wounded two or three miles over difficult and steep gullies and refusing to rest. He says that we effected a landing and obtained a firm footing so quickly that it speaks volumes for the tenacity and initiative of the soldiers. Everything depended on individual initiative; it was every man for himself when first landing.

BY TELEGRAPH.

MORE GERMAN BARBARITY.

POISON WELLS AS THEY RETREAT.

LONDON, May 6.
Reuter's Capetown correspondent telegraphs that General Sir Louis Botha has occupied important railways, including the junction of Karibib, and the stations of Johannesburg and Wilhelmstad, and he expects to occupy Windhoek at an early date.

LATER.
An official statement says that when Swakopmund was occupied on the 14th of January it was discovered that the wells had been poisoned by bags of arsenical cattle dip. General Botha complained and threatened reprisals to the Commander of the German Forces, who replied that his troops received orders to render the water supply unfit for man and beast. Salting proving ineffective, recourse had to be had to cattle dip. He added that warning notices were posted that the wells had been so treated, but General Botha replied that no such notices were found. He declared his intention to hold the commanding officers responsible for these practices.

Since they evacuated Aus and Warmbad, the Germans have consistently poisoned the wells along the line of retreat. An intercepted letter from the captain of a German outpost confesses that some wells had been "thoroughly infected with disease."

The paper publishes severe comments on the German illicit practices and says it is incredible that a European nation can go to such inhuman lengths. They generally agree that protests are useless.

ON THE WESTERN FRONT.

VIOLENT FIGHTING ON HILL 60.

LONDON, May 7.
To-day's Paris communiqué says:—North of Ypres we easily repulsed a night attack from Steenstraete. The Germans made a most violent attack on Hill 60, using gas. They first became masters of the position, but the British counter-attacked and retook some of the lost trenches.

Our counter-attack at Ailly Wood delivered at the end of the day made slight progress. We retook another portion of the position where the Germans had a foothold in the morning.

At night the Germans counter-attacked a small hill east of Sillesker-waas, but the summit. The remainder of our gains in direction of Fecht were consolidated.

ON THE EASTERN FRONT.

RUSSIANS INFLECTING HEAVY LOSSES.

LONDON, May 7.
A Petrograd communiqué states:—The Russians repulsed a fierce German attack on the right bank of the Orda, inflicting heavy losses.

The Russians rushed a firm east of the Mlawa railway which they held despite six hours' counter-attacks. The Germans left a thousand dead.

The battle in the Carpathians continues furiously.
The Russians suffered losses from the enemy's heavy guns but Russian sniping and rifle fire punished the enemy severely.

The Russians routed the enemy from the Strig district.

DARDANELLES OPERATIONS.

THE PREMIER REVIEWS THE WORK DONE.

LONDON, May 7.
Mr. Asquith, reviewing the landing of the troops at the Dardanelles, explained that the landing on the Asiatic coast was essential in order to silence hostile batteries which had been interfering with the landing in Gallipoli Peninsula. By nightfall on the 26th April 23,000 troops had been disembarked. The leading troops, the 29th Division, were held up throughout the day westward of Seddabhar, but at sunset a fine attack along the heights enabled them to capture a good position, which covered the landing.

Meanwhile the leading Australian Brigade, under General Birdwood, were towed at four o'clock in the morning to Gabatope in complete silence. The enemy opened fire at point blank range, but the Australians rushed up the beach and attacked up the slope of Saribar Hill with the utmost dash. (Cheers.)

The Frenchmen at Kinkale advanced with great gallantry. The co-operation of the Naval forces everywhere was magnificent. He regretted that the casualties were very heavy, including General Napier.

Disembarkation continued on the 27th April. The enemy's continuous attacks were all repulsed with heavy losses. General Hunter-Weston's 29th Division, with great valour, carried positions at Seddabhar, consisting of rocky ravines, ruined houses, and entanglements. (Cheers.) By the evening of the 27th April they had established themselves across the Peninsula, having advanced two miles. They were joined by the Frenchmen, who, having fulfilled their mission, recrossed from the Asiatic coast. The Australians and New Zealanders defeated every counter-attack, and steadily gained ground. (Cheers.) During the 28th and 29th April there was further disembarkation, and further progress was made.

On the 2nd inst. there was a further advance of the British and French, while the Australians and New Zealanders were reinforced by a Loyal Naval Division. The positions have everywhere been consolidated, and the troops are progressing under most satisfactory conditions. In this successful performance of one of the most difficult operations of the war, namely, the landing on an open beach in face of determined opposition, the troops displayed unsurpassed courage and skill. (Loud cheers.)

IMPORTANT TOWNS ON FIRE.

Heavy Fighting Continues.

LONDON, May 6.
A correspondent of the Associated Press of America telegraphed from Constantinople on the 4th inst. that he visited the Dardanelles on the night of the 1st inst. The town of Chanak was still burning after thirty hours. The whole place was a scene of desolation of fallen chimneys and crumbling walls. Mounds were already burnt. On the 3rd inst. Gallipoli was in flames. The destruction was wrought by indirect fire from the Gulf of Saros directed by aeroplanes.

The Allies resumed the attempt on the 25th April of landing at various points. Intense heavy fighting continues. It is impossible for military reasons, the correspondent says, to give details.

THE WAR IN THE MUD.

Calcutta Volunteer's Letter.

CALCUTTA, April 15.
Writing to a member of the 2nd Calcutta Volunteer Rifles, Captain G. Smith, who commanded the American volunteer company of that regiment, and who on the outbreak of war secured a commission in the British Army says: You will see from the heading that I am still serving His Majesty. I could not keep away from it, and as soon as war broke out I applied to mobilise and was accepted, and here I am in France doing my little share towards the defence of the Empire I am with you as you see I am well up in line and I am glad to say the life seems to suit me. I am in splendid health and enjoy the open air life, but I do not like the cold. It snows and freezes and rains by turns; and as for the mud it is appalling. It is all over us, and most of us are getting regular mud-larks. The life out here is very different from soldiering in the 2nd C.V.R., and yet I find my previous knowledge comes in quite useful, and with the knowledge gained since mobilisation, I think I could manage your boys quite well now. We are within sight, and sound of the gun, and can see the ships and bursting overhead, and yesterday we saw a ship between two aeroplanes. It was very interesting. The people of France are very hospitable, and give our soldiers all the assistance they can, and it is really amusing to see the fraternity between them. We have a fine regiment and all of them are as keen as mustard, and will, I am sure, give a good account of themselves. Everyone is happy and cheerful, and instead of looking as if they were out on serious business, they all seem to treat the whole affair as a huge picnic. You see men marching

into the firing line singing as if they were on a route march, and yet they are death to stick to it, when the bullets fly. We have a native brigade close to us, and I often have a chat with some of the men. They like I am well up in line and I am glad to say the life seems to suit me. I am in splendid health and enjoy the open air life, but I do not like the cold. It snows and freezes and rains by turns; and as for the mud it is appalling. It is all over us, and most of us are getting regular mud-larks. The life out here is very different from soldiering in the 2nd C.V.R., and yet I find my previous knowledge comes in quite useful, and with the knowledge gained since mobilisation, I think I could manage your boys quite well now. We are within sight, and sound of the gun, and can see the ships and bursting overhead, and yesterday we saw a ship between two aeroplanes. It was very interesting. The people of France are very hospitable, and give our soldiers all the assistance they can, and it is really amusing to see the fraternity between them. We have a fine regiment and all of them are as keen as mustard, and will, I am sure, give a good account of themselves. Everyone is happy and cheerful, and instead of looking as if they were out on serious business, they all seem to treat the whole affair as a huge picnic. You see men marching

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BY TELEGRAPH.

(Reuter's Service to the China Mail.)

EXPLOSION ON CHINA-BOUND STEAMER.

Big Cargo Lost.

LONDON, May 6.
The Danish steamer Cathay, bound from Copenhagen for China, with a general cargo of 5,000 tons, was sunk by an explosion in the Channel. Blue-jackets landed the crew and passengers at Ramsgate.

AUSTRALIA SHORT OF SUGAR.

LONDON, May 7.
It is reported from Sydney that the Premier has stated that the sugar stocks at Sydney and Melbourne will probably be exhausted at the end of July and then it will be necessary to import sugar from Java. The shortage is due to the drought.

SUSPECTED AS A REBEL.

Hong Shu-Liang, a suspected rebel, supposed to be in league with Dr. Sun Yat Sen, was before Mr. Wood on extradition proceedings at the Magistracy this morning and remanded until Monday at 10 o'clock.

Hong, who is being defended by Mr. G. K. Hall Brutton's office, is alleged to have been connected with murders and outrages at Weichow in the Kwangtung Province.

The Crown Solicitor (Mr. P. M. Hodgson) will make the application.

HONGKONG VOLUNTEER CORPS.

Corps Orders by Lieut.-Col. A. Chapman, Y.D.

WORKING CONCERT, S. J. 13.

Members of the Corps attending the Concert will wear khaki drill (jackets and trousers.)

PARADES.

Parades for Monday, 10th inst.: 6.00 a.m. and 8.00 p.m. Right Section M. G. Co. Drill at Headquarters. 5.30 p.m. Signalling Section—Machinery Instruction at Headquarters. Corp. Grimes, R. E., will attend.

SIGNALING SECTION.

Until further orders the Signalling Section will parade at Volunteer Headquarters on Mondays and Fridays at 5.30 p.m. for Machinery Instruction and on Wednesdays and Saturdays at 7 a.m. at Volunteer Headquarters for Signalling Instruction.

THE VOLUNTEERS SMOKE CONCERT.

The following is the programme to be submitted at the Hongkong Volunteer Corps' Promenade Concert, which is to be held at Headquarters, Garden Road, to-night commencing at 8 p.m.:

Piano, Mr. G. Grimble.
Song, Selected, Pto. P. W. Goldring.
Humorous Song, Selected, Mr. W. A. Hannibal.

Quartet, Selected, Pto. Allan, Corp. Brown, Pto. Gray and Corp. Smith.
Recitation, Selected, Pto. J. M. Walker.
Song, There's a Land (by request) Pto. C. Edgcombe.

Humorous Song, Selected, Gunner H. Elph.
Song, King Charles, Pto. H. I. Jones.
Humorous Song, Selected, Pto. G. W. C. Dornett.

Song, My love is Come, Pto. P. W. Goldring.
Humorous Song, Selected, Mr. W. A. Hannibal.

Accompanist, Mr. Geo. Grimble, Capt. Lammert and Pto. E. J. Chapman.

NEW BRITISH SUBMARINES.

The British Admiralty has just commissioned a new type of submarine, which is to be known as the "W" class. There are four of these vessels, and they have been designed and built at Armstrong's works since the war began. The latest vessel to be sent to sea is "W3," but "W1" would appear to have been in commission for some time, and it is not quite clear whether there are eight or four of the type afloat. The new class is for some reason called by the English papers "Kysturines Secret Submarines," but, excepting for the fact that they have been built and designed at Harlow, and that no details have been made public, there is not much mystery about them. Another new type of underwater craft, known as the "E" class, with a speed of 13 knots on the water, has been built and designed at Scott's yard at Greenock and has been in commission for about a year, but as all submarines take a good deal of "knowing" before they take an active part in warfare we have not yet heard of any of their adventures afloat. The two big submarines of the "Swallow" type are now attached to Sir John Jellicoe's flagship, the Iron-Duke.

FOR A LANE BACK.

WHEN you have pains or lameness in the back rub the parts with Chamberlain's Pain-Expeller twice a day, massaging with the palm of the hand for five minutes. At each application, then, loosen a piece of flannel slightly with this liniment and bind it on over the seat of pain. For sale by all Chemists and Storekeepers.

SOLE AGENTS.

GANDE, PRICE & Co. Ltd.

8, Queen's Road Central, Hongkong.

TEL. No. 125.

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BY TELEGRAPH.

CHINA AND JAPAN.

THE ULTIMATUM PRESENTED.

THE PRESENT POSITION.

(From Our Own Correspondent.)

SHANGHAI, May 8, 11.55 a.m.
The ultimatum presented at three o'clock yesterday is a lengthy document.

It makes some concessions.
A reply is due by 6 p.m. on the 9th inst.

It is believed that China will accept the terms.
The American and the Allied countries' ministers have agreed to mediate.

It is understood that a tentative arrangement will be made, and that Group five will be deferred for future negotiation.

China will accept the other demands made by Japan, and later will retrocede Kiaochow under certain conditions.

ULTIMATUM TO BE PRESENTED YESTERDAY.

(From Our Own Correspondent.)

SHANGHAI, May 7.
Japan's ultimatum to China is to be delivered at three o'clock to-day unless China previously accepts the revised demands.

It is understood that China will yield under protest.
Japan has declared martial law in Kwantung Peninsula and over the South Manchurian Railway area.

Two divisions of her troops are ready to leave.
Depression is felt here, but it is not believed that war will result.

(Wah Tze Yat Po's Service.)

PEKING, Nov. 7.
It is reported that Japan will present an ultimatum this afternoon to China, unless she fully complies with the demands.

OFFICIAL'S TOUR OF JAPAN POSTPONED.

The Government has telegraphed to Tuan, the Governor of Hupeh, to postpone his tour of inspection in Japan.

Malthoid Roofing

FOR PARTICULARS & PRICES

Apply to the Agent

BRADLEY & Co., Ltd. Machinery Dept.

THE TOP NOTCH OF SCOTCH



"KING GEORGE IV" Scotch Whisky

Its world-wide popularity is due to its mature ripeness, soft refinement, and exquisite flavour.

One of the principal brands of THE DISTILLERS COMPANY LIMITED, DUNDEE, SCOTLAND.

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8, Queen's Road Central, Hongkong.

TEL. No. 125.

FOR A LANE BACK.

SHIPPING

PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

Will dispatch VESSELS to the Undermentioned PORTS on or about the DATES named—

FOR	STEAMERS	To Sail	REMARKS
SHANGHAI	NUBIA	Daylight	Freight and 1st May.
LONDON via Suez, Port Said & Marseilles	NELORE	About 12th May	Freight and 1st May.
SHANGHAI, MOJI, KOBÉ & YOKOHAMA	NUBIA	About 12th May	Freight and 1st May.
LONDON via Suez, Port Said & Marseilles	NELORE	About 12th May	Freight and 1st May.

Subject to immediate alteration without Notice.
All the above steamers are fitted with Wireless Telegraphy.
P. & O. S. N. Co.'s Office. E. A. HEWETT, Superintendent.

OSAKA SHOSHEN KAISHA.

REGULAR SERVICE, PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION.)

THE AMERICAN LINE TO TACOMA
AND SEATTLE

In connection with THE CHICAGO MILWAUKEE & ST. PAUL RAILWAY
For VICTORIA B.C. and TACOMA via SHANGHAI, NAGASAKI, KOBÉ, YOKOHAMA and YOKOHAMA.

STEAMER	DATE	TIME
S.S. 'SEATTLE MARU'	Friday	14th May at 3 p.m.
S.S. 'MEXICO MARU'	Monday	31st May at 3 p.m.

These Newly-Built Steamers of American Line have fair speed and are fitted with the Wireless Apparatus. Best adapted for carrying Milk, Treasure and Parcels.

For BOMBAY via SINGAPORE and COLOMBO.
S.S. 'INARO MARU' Monday, 10th May, at 7 a.m.

For TAMSUI and KEELUNG via SWATOW and AMOY.
S.S. 'KAIJO MARU' Capt. Y. Yamamoto, Monday, 14th May, at 3 p.m.
S.S. 'DAIJIN MARU' Capt. K. Murakami, Monday, 14th May, at 3 p.m.

For ANING and TAROW via SWATOW and AMOY.
S.S. 'SOSEU MARU' Capt. A. Kobayashi, Monday, 14th May, at 3 p.m.

FOR HAIPHONG (DIRECT).

S.S. DAIGI MARU Captain S. Tokumitsu,
S.S. KAIJO MARU Captain Inazumi,
These Steamers of Coast and Foreign Line have excellent accommodation for first class passengers and are fitted with Electric Light and Fans. These Steamers will arrive at and depart from the Suen Yip Wharf near the Harbour Office.

FOR FURTHER INFORMATION, APPLY TO—
Y. ASAI, Manager,
Second Floor No. 1, Queen's Building.

THE EASTERN & AUSTRALIAN
MAIL SERVICE

TO AUSTRALIA, via MANILA.

MAIL SCHEDULE
(SUBJECT TO MODIFICATION)

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
EASTERN	1st May	16th May, at 10 a.m.
ALDENHAM	14th May	23rd May, at 10 a.m.
ST. ALBANS	24th May	30th May, at 10 a.m.
EMPIRE	31st May	6th June, at 10 a.m.

THE above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewards are carried. For further particulars, apply to

GIBB, LIVINGSTON & CO.
Agents.

NATAL LINE OF STEAMERS

TAKING Cargo on through Bills of Lading to SOUTH AFRICAN PORTS with transhipment at CALCUTTA, in conjunction with the
INDO-CHINA STEAM NAVIGATION CO., LTD.
AND APCAR LINE,
Proposed sailings from Hongkong.

Steamer from Hongkong	On or about	Connecting at Calcutta with	on or about
TOOK SANG	12th May	A Natal Line Steamer	Beginning of June
SANGOLA	14th May		
EUMSANG	20th May		

For Freight and further particulars apply to
DODWELL & CO., LTD., Agents.

HONGKONG—NEW YORK.

REGULAR SAILINGS via PORTS and SUEZ CANAL.
(With liberty to call at the Malabar Coast.)

FOR NEW YORK via PANAMA CANAL.
S.S. MIDDLEHAM CASTLE, about end of May.
FOR NEW YORK via SUEZ CANAL.
S.S. SAINT RONALD, about early in July.
For Freight & further particulars, apply to
DODWELL & CO., LTD., Agents.

THE NANYO YUSEN KAISHA
(SOUTH SEA MAIL S. S. CO.)

Regular service of Steamers between Japan, Hongkong, Singapore, Batavia, Samarang and Sourabaya.

Sails on or about

S.S. HONJO MARU, For Moji & Kobe	13th May
S.S. BOKUO MARU, For Batavia, Samarang, Sourabaya, Macassar & Balikpapan	18th May
S.S. HOKUTO MARU, For Batavia, Samarang, Sourabaya, Macassar & Balikpapan	9th June
S.S. HANJO MARU, For Moji, Kobe & Yokohama	12th June
S.S. HONJO MARU, For Batavia, Samarang, Sourabaya, Macassar & Balikpapan	2nd July

For Freight or Passage apply to
DODWELL & CO., LTD., Agents.

SHIPPING

PACIFIC MAILS S. CO.

MODERN HIGH POWERED TWIN SCREW EXPRESS STEAMERS.

STEAMER	TONS	DATE	TIME
MONGOLIA	27000 tons	TUESDAY	18th May, Noon
MANCHURIA	27000 tons	WEDNESDAY	25th May, 1 p.m.
KOREA	18000 tons	TUESDAY	1st June, 1 p.m.
SIBERIA	18000 tons	TUESDAY	15th June, Noon
CHINA	12000 tons	TUESDAY	15th June, Noon
PERSIA	9000 tons	TUESDAY	15th June, Noon

Between Hong Kong, Manila, Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco.

"THE SUNSHINE BELT"—The Most Comfortable Route to America and Europe.

These steamers are famous for their modern equipment, comfort, and the speed of the service, which is under the personal supervision of Mr. V. Morton, the experienced Captain. Large staterooms, equipped with electric fans and running water. Barbers, bath, and electric lighting. Numerous amusements—billiard, water swimming, etc. The safety and comfort of passage is our first consideration.

For further information, rates, literature, schedules, etc., apply to
R. C. MORTON, Agent,
King's Building (opposite Blake Pier),
Telephone No. 144.

TOYO KISEN KAISHA.

SAN FRANCISCO LINE.

via SHANGHAI, MANILA, the INLAND SEA, JAPAN & HONOLULU.
Sailings from Hongkong—Subject to change without notice.

STEAMER	Displacement Tons & Speed.	Leave Hongkong
SHINYO MARU	22,000-21 knots	Tues., 11th May at Noon
CHIYO MARU	22,000-21 knots	Tues., 8th June at Noon
TENYO MARU	22,000-21 knots	Tues., 29th June at Noon
NIPPON MARU	11,000-18 knots	Tues., 13th July at 10.30 a.m.

via MANILA, Omoting Shanghai.

First Class to London	Return (6 months)	Rate
via New York		\$26.10
via San Francisco		\$25.00

SPECIAL RATES given to Naval and Military, Civil Servants, Missionaries, etc. ROUND THE WORLD tickets issued in connection with all the principal Mail Lines and the Trans-Siberian Railway.

Passengers may travel by Railway between Ports of Call in Japan free of charge.

SOUTH AMERICA LINE.

via Japan Ports, Honolulu, Hilo, Los Angeles, Manzanilla, Salina Cruz, Panama, Callao, Iquique and Valparaiso. Thence by Trans Andean Route to Buenos Aires, etc.

Steamer	Displacement Tons & Speed.	Sailing
SEIYO MARU	14,000-15 knots	Wednesday, 12th May

For full particulars as to Passage and Freight apply to
K. DOI, Acting Agent,
KING'S BUILDING (Opposite Blake Pier).
Telephone 291.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATION	STEAMER	Displacement	SAILING DATE
MARSEILLES & LONDON	MIYASAKI MARU	Capt. Teranaka, Tons 16,000	THURSDAY, 13th May, at Noon
VI. SINGAPORE, MALACCA, PENANG, COLOMBO, SUEZ AND PORT SAID	KITANO MARU	Capt. F. E. Cope, Tons 16,000	THURSDAY, 20th May, at Noon
VICTORIA B.C. & SEATTLE	AWA MARU	Capt. Hori, Tons 12,500	TUESDAY, 18th May, at 4 p.m.
TELE. Via KEELUNG, SHANGHAI, MOJI, KOBÉ, YOKOHAMA & YOKOHAMA	SHIDZUOKA MARU	Capt. Tomimasa, Tons 12,500	THURSDAY, 27th May, at Noon
SYDNEY AND MELBOURNE	SHITACHI MARU	Capt. Tomimasa, Tons 12,500	TUESDAY, 18th May, at 11 a.m.
VIA MANILA, THURSDAY ISLAND, TONGAREVA AND BASSAN	TANGO MARU	Capt. R. Soyeda, Tons 13,500	TUESDAY, 15th June, at 4 p.m.
BOMBAY via SINGAPORE, MALACCA and COLOMBO	KANAGAWA MARU	Capt. Higuchi, Tons 12,500	THURSDAY, 27th May, at Noon
CALCUTTA via SINGAPORE, PENANG & RANGOON	COLOMBO MARU	Capt. Sakamoto, Tons 8,000	SATURDAY, 15th May, at Noon
NAGASAKI, KOBÉ & YOKOHAMA	TANGO MARU	Capt. K. Soyeda, Tons 13,500	SATURDAY, 15th May, at 10 a.m.
SHANGHAI, KOBÉ & YOKOHAMA	HIRANO MARU	Capt. Fraser, Tons 16,000	TUESDAY, 11th May, at 4 p.m.
SHANGHAI, KOBÉ & YOKOHAMA	TOSA MARU	Capt. Takano, Tons 12,000	FRIDAY, 14th May, at Noon
SHANGHAI, MOJI & KOBÉ	RANGOON MARU	Capt. Neman, Tons 8,000	THURSDAY, 13th May, at Noon

Wireless Telegraphy.

PASSENGER SEASON FOR 1915.

FOR EUROPE.

Steamer	Displacement	Leave Hongkong
MIYASAKI MARU	16,000 tons	Thursday, 13th May
KITANO MARU	16,000 tons	Thursday, 20th May
FUSHIMI MARU	16,000 tons	Thursday, 3rd June
HIRANO MARU	16,000 tons	Thursday, 17th June
KATSUMI MARU	2,000 tons	Thursday, 1st July
KAMO MARU	16,000 tons	Thursday, 15th July

FOR AMERICA.

Steamer	Displacement	Leave Hongkong
AWA MARU	12,500 tons	Tuesday, 18th May
SHIDZUOKA MARU	12,500 tons	Thursday, 27th May
AKI MARU	12,500 tons	Tuesday, 15th June
TAMBA MARU	12,500 tons	Tuesday, 29th June

KUSUMOTO, Manager.

Telephone No. 222.

SHIPPING

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
SHANGHAI	CHENYAN	May 9, Daylight
PAKHAI & HAIPHONG	KAIFONG	May 10, at 11 a.m.
MANILA, CEBU & ILOILO	CHENYAN	May 11, at 4 p.m.
SHANGHAI	AMHUI	May 11, at 4 p.m.
SHANGHAI	LANGCHOW	May 13, at 4 p.m.
SHANGHAI	KANCHOW	May 16, Daylight
MANILA, CEBU & ILOILO	TAMING	May 18, at 4 p.m.
SHANGHAI	LOCNOV	May 18, at 4 p.m.

DIRECT SAILINGS TO WEST RIVER—Twice Weekly.

S.S. 'LINTAN' and S.S. 'HANUL'.
"MANILA LINE" Twin Screw Steamers "Chinkua," "Taming," & "Tea." Excellent Saloon accommodation amidships. Electric Fans fitted. Extra stateroom on deck, at "Taming" and "Tea."
"SHANGHAI LINE" The Twin Screw Steamers "Anhui" and "Chenai" and the "Kanchow," "Langchow," and "Yingchow," having excellent accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

These Steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
AGENTS.
Telephone No. 36.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG
(SUBJECT TO ALTERATION.)

FOR	STEAMERS	TO SAIL
THIENTSIN via WEIHAIR	WEDNESDAY	May 12, Daylight
HONGHAI & HAIPHONG	WEDNESDAY	May 12, at 8 a.m.
SINGAPORE & PENANG	WEDNESDAY	May 12, at 3 p.m.
HAIPHONG	TUESDAY	May 12, at 3 p.m.
HAIPHONG	SATURDAY	May 15, Daylight
HAIPHONG	SATURDAY	May 15, at Noon
HAIPHONG	SATURDAY	May 15, at 3 p.m.
HAIPHONG	THURSDAY	May 20, at 3 p.m.

RETURN TOURS TO JAPAN.

THE steamers Kure, Yamaguchi and Fukuoka leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the Yushima, Kure, and Yamaguchi leaving Hongkong at regular intervals for Yokohama, Kobe & Moji and returning thence direct to Hongkong. Time occupied 16 days. These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified Surgeon is also carried.
Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.
Taking Cargo on through Bills of Lading to Yangtze Ports, Chafoo, Tientsin, Dairen, Weihaiwei.
Taking Cargo on through Bills of Lading to Kure, Hakata, Kobe, Yokohama, Tawara, Osaka, Japan and Japan.
For Freight or Passage, apply to
JARDINE, MATHESON & Co., Ltd.,
General Managers.
Telephone No. 215.

BRITISH INDIA STEAM NAVIGATION CO., LD.

NEW SERVICE OF STEAMERS BETWEEN

YOKOHAMA, KOBÉ, HONGKONG & RANGOON.

Steamers are despatched EASTWARD and WESTWARD at regular intervals taking Passengers and Cargo at Current Rates.

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JARDINE, MATHESON & Co., Ltd.,
Agents.
Telephone No. 215.

THE ROYAL MAIL STEAM PACKET COMPANY

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO CHANGE WITHOUT NOTICE.

'SHIRE' LINE SERVICE—HOMEWARD.

FOR	STEAMER	Date of Departure
LONDON	'MONMOUTHSHIRE'	5th June

TRANS-PACIFIC SERVICE.

REGULAR SAILINGS TO VICTORIA, VANCOUVER, SEATTLE, TACOMA & PORTLAND.

For freight and further particulars, apply to
JARDINE, MATHESON & Co., Ltd.,
AGENTS.
Telephone No. 215 Sub Ex. No. 2.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE

REGULAR SERVICE BETWEEN
CALCUTTA, STRAITS, HONGKONG, SHANGHAI
AND JAPAN PORTS.

EASTWARD.

WESTWARD.

S.S. SANGOLA, 5,182 tons, Capt. Milne, R.N., will be despatched for SINGAPORE, PENANG & CALCUTTA on 14th May.
The above Steamers have excellent saloon accommodation for passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.
For Freight or Passage, apply to
DAVID BASSOON & CO., LTD.,
AGENTS.

SHIPPING



STEAM FOR
STRAITS, CEYLON, AUSTRALIA,
COLOMBO, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH
AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship 'NUBIA', Captain A. B. Garwood, R.N., carrying His Majesty's Mail will be despatched from this port for BOMBAY, on THURSDAY, the 20th May, at Noon, taking Passengers and Cargo for the above ports in connection with the Company's Steamship 'Moloch' from Colombo. Passengers' accommodation in which vessel is secured before departure for Hongkong, via Bombay, and London (under arrangements) will be transhipped at Colombo into the mail steamer proceeding via Bombay to Marseilles and London. Other Cargo for London etc., will be conveyed via Bombay and transhipped to the S.S. 'Kashim' due in London on 18th June, 1915.

Parties will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to
E. A. HEWETT,
Superintendent.
Hongkong, May 7, 1915.

NOTICES TO CONSIGNEES

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Co's S.S. 'Yushima' & 'Nanyang' having arrived from the above Ports, Consignees of cargo are hereby informed that their goods will be delivered from alongside.

Cargo impeding discharge or remaining on board after 4 p.m. on the 4th inst., will be landed at Consignee's risk and expense.

No Fire Insurance will be effected. Bills of Lading will be countersigned by—
JARDINE, MATHESON & Co., Ltd.,
General Managers.
Hongkong, May 3, 1915.

AGENTS.

LONDON—F. ALGAR, 11 & 12 Clement's Lane, Lombard Street & C. T. Brown & Co. Ltd., 103 Queen's Road, Victoria Street, S.W. 1. S. & P. 85 Grosvenor Street, S.W. 1. S. & P. 85 Grosvenor Street, S.W. 1. S. & P. 85 Grosvenor Street, S.W. 1.

SCOTLAND—FRED. I. SMITH, 8 North St. David Street, Edinburgh.

PARIS AND EUROPE, MATHESON FRERES & Co., 18 Rue de la Grange, Balais Paris.

NEW YORK—T. B. BROWN, Ltd., 200 Nassau Street, New York City.

THE CHINESE STEAMSHIP OFFICE, 55 West 22nd Street.

SAN FRANCISCO and American Ports generally—DEAN & BLACK, San Francisco.

AUSTRALIA, TASMANIA, AND NEW ZEALAND—GORDON & GOTT, Melbourne and Sydney.

CEYLON—W. M. SMITH & Co., THE APOTHECARIES Co., Colombo.

SINGAPORE, STRAITS, etc.—KELLY & WALES, Ltd., Singapore.

PHILIPPINE ISLANDS—A. S. WATSON & Co., Manila.

CHINA—Canton, PATEL & Co., Poonoo Street & Co., Shanghai, KELLY & WALES, Ltd., Yokohama, KELLY & WALES, Ltd., Yokohama.

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